

A DELEGATION WILL GO TO WORK WITH CONGRESS

(From Sunday's Advertiser)
A delegation of representative business men is to be sent on to Washington to work in the interest of the "5-per cent-revenue recommendation" at the President for the benefit of Hawaii.

At a joint meeting of the trustees of the Chamber of Commerce and the Directors of the Merchants' Association held yesterday morning at 9 o'clock, the entire cable correspondence between the joint organizations and Mr. Hatch and Mr. McClellan, was read and acted upon as above indicated. P. J. Lowrey, J. A. Kennedy, F. W. Macfarlane, W. W. Harris and L. Tenney Peck were selected as a sub-committee to present names for selection as delegates to compose the lobby. The cable correspondence was as follows:

CORRESPONDENCE.
December 14, 1935.
To Hatch, 1607 I Street, Washington. The business community is intensely interested in regard to the President's recommendation concerning 5 per cent of Hawaii's revenue.

We stand ready to send men or funds. Consult Delegates and others. What are opinions as to what should be done at this end?

CHAMBER OF COMMERCE.
December 15, 1935.

To Chamber of Commerce.
A bill following the President's message to Congress has been drafted by McClellan (secretary to the Delegate) and is in the hands of Hamilton. The Delegate will introduce it immediately after consultation. No hearing can be had before January 5.

Make a vigorous campaign. Call mass meetings on all the islands. Secretary Atkinson can help with the executive delegation.

Three business men from three islands.

HATCH.
December 14, 1935.
To G. B. McClellan, The Cumberland, Washington, D. C.

In reference to President's message the Merchants' Association and Chamber of Commerce are prepared to send a delegation to urge passage if deemed advisable.

Confer with the Delegate and friends and cable reply.

DECEMBER 15, 1935.
The Delegate's bill setting aside revenue is approved by Hamilton (Representative, Chairman of Committee on Territories), Burton, Hatch.

Have second desired assignment with the Territories committee. Action delayed by aidehood bill.

If delegation can aid later I will cable.

Delegate would then prefer business men like Dillingham, Tenney, Smith, McClellan.

Those present at the meeting were President G. W. Smith of the Merchants' Association and Chairman of the Board of Supervisors, President of the Chamber of Commerce F. J. Lowrey, W. W. Harris, Robert Catton, Richard H. Trent, Secretary H. P. Wood of the Hawaii Promotion Committee, E. L. Spalding, A. Garvie, F. M. Swamy, James Wakefield, J. G. Spencer, W. T. Lucas, M. Phillips, W. Lanz, J. A. Kennedy, Fred Macfarlane and W. A. Bowen.

R. H. Trent was secretary of the meeting, George W. Smith presiding as at the first meeting. The cables were read by the secretary.

Mr. Lowrey asked whether it would

be advisable to refer the matter to the officers of the two organizations or to the full membership. He added: "If we had consulted with some of the editors, before we went ahead, I suppose we would have done the correct thing. There seems to be a disposition to find fault with what we have done."

"In regard to the cable to Hatch, where we say that we stand ready to send on men or funds, I'd like to explain what was meant, as it might be construed to mean that we had a hoaghead of money to buy votes and Congressmen. I wished to convey to Hatch the idea that, if it was necessary to get men at once to go to work and there were men available to be put to work, pending the possible sending on of delegates from her, we would furnish him with funds."

"There is Professor Hosmer, who spoke at the Mohonk Conference, for example, well known here, and taking a great interest in Hawaii."

"The one man who would do the most good would be Governor Carter. Whether it would be considered proper for him to go I can't say. By way of suggestion, some other man might be sent to take Secretary Atkinson's place while Atkinson came back here so that the Governor could go to Washington."

J. G. Spencer advocated selecting names from which a delegation could be chosen to be sent to Washington. Mr. Kennedy wanted to know whether the committee would find out whether these men would pay their own expenses. Spencer moved that a committee of three be appointed. This was amended to five. Mr. Swamy at this time inquired whether the name Smith in McClellan's cable meant the Smith of Benson, Smith & Co., or the editor of the Advertiser.

The chair informed the gentleman that neither of those gentlemen were referred to. It was a lawyer, this time—W. O. Smith of Smith & Lewis. In the discussion Chairman Smith said that W. W. Harris, B. F. Dillingham, L. Tenney Peck, E. D. Tenney and Mr. Wood would be first-rate to pick as possible candidates. It was thought that Eric Knudsen of Kauai would be the choice of the Garden Islanders.

BRITISH VICE CONSUL SPEAKS.
Before the meeting was opened F. M. Swamy suddenly spoke up and said that he was as good an American as 75 per cent of the people here. He said he took as much interest in the community's welfare as any one, but nevertheless he was with the crowd and "was spreading his eagle now." Mr. Swamy entered into the spirit of the occasion and believed that the organizations had the right horn of the proposition now.

SUB-COMMITTEE'S PLANS.
The sub-committee met at 1:30 p. m. and decided to make a recommendation that a committee of three or more be appointed from Oahu. The secretary, W. W. Harris, was instructed to communicate with the other islands recommending to them that the selection of one or more delegations to either accompany the committee sent from the island of Oahu to Washington, or to proceed there later on.

The committee, on hearing from these inquiries, will report to a joint meeting of the entire membership of the Chamber of Commerce and the Merchants' Association.

The secretary is to communicate with the Board of Trade, at Hilo; the Improvement Society at Walluku, among others.

COLCORD'S NOBLE ACT

Distinction such as is rarely won belongs to Captain Theodore P. Colcord, master of the American steamer American, which arrived in Tacoma yesterday, says the Tacoma Ledger.

Captain Colcord was the means of saving sixty-two persons from death in the North Atlantic sixteen years ago. While the story is not new, friends of Colcord never tire of telling it again. However, the interviewer finds difficulty in persuading the mariner to tell his experience, for he has that modesty so common to many of the brave men who follow the sea.

In commemoration of that event Captain Colcord carries with him a watch and chain of such unusual beauty and value that it at once excites attention and admiration. On the inside, engraved in the most artistic and skillful manner, is briefly told the story of the master's deed.

BURNING OF THE SANTIAGO.

When in command of the well-known clipper American ship A. J. Fuller, Captain Colcord on the morning of December 26, 1889, picked up sixty-two survivors of the burning British steamer Santiago, Captain Potter. The Santiago, whose cargo was mostly cotton, was three days out from New York bound for Hull, England. On the evening of December 19 fire was discovered in the hatches, and so rapidly did it spread that the brave crew was unable to control it. The flames spread with such alarming rapidity that at 9 o'clock that night the crew and the few passengers, believing themselves doomed to certain death, were compelled to take to the boats. They stood by the burning steamer, spending a night of horror. It was bitterly cold, the sea was rough and the waves washed over the small boats, threatening to swamp them every minute.

Early in the following morning Captain Colcord, on the A. J. Fuller, bound from England for New York, saw the conflagration thirty-five miles away. Realizing that a catastrophe had occurred, Captain Colcord made for the fire as rapidly as possible, and at daylight the American ship had come alongside. As quickly as possible the almost frozen survivors were taken aboard and given food and shelter, of which they were in dire necessity.

By this time the doomed Santiago was a mass of flames from stem to stern. Nothing more could be done, so the Fuller resumed her course, leaving the ill-fated vessel to her doom. It is supposed that she went to the bottom, for she was never again heard of.

WOMAN AND BABY AMONG SURVIVORS.

Among the survivors was a Mrs. Knight and her 11-month-old baby. Both were nearly dead from the exposure, but they recovered largely due to the kindness and attention of Mrs. Colcord, who until her death accompanied her husband on his voyage.

For a week the survivors were aboard the A. J. Fuller until New York was made, 600 miles to the west. Upon her arrival intense excitement reigned as soon as the details of the catastrophe were learned. The newspapers were filled with the story, each of the survivors paying tribute to the conduct and extreme kindness of Captain Colcord and his crew. This gratitude took the form of a testimonial in the shape of a parchment, handsomely engrossed and engraved, setting forth the expression of the survivors. In it they pay high tribute to Mrs. Colcord, Captain Colcord and his men.

In recognition of his services, Captain Colcord soon received his splendid watch and chain from Thomas Wilson, Sons & Co. of Hull, owners of the Santiago.

The stories of the survivors were full of horror and gratitude. It was supposed that spontaneous combustion caused the fire. On board were 198 head of cattle, whose frenzied efforts to escape added to the confusion. The passengers recited their experiences of that awful night, and words could not express their gratitude to the man who rescued them.

SHIP A. J. FULLER WELL KNOWN HERE.

The A. J. Fuller is well known at Tacoma, having loaded lumber here last year. She is now commanded by Captain Haskell, and recently sailed for Australia from the Sound. She was about the same type of ship, as the St. Paul, now in the harbor, being also built at Bath, Me., and owned at that time by Flint & Co. Captain Colcord had the Fuller for thirteen years, the vessel having been built for him in 1881.

Prior to being master of the Fuller, Captain Colcord had the American schooner Pactolus for thirteen years, the Pactolus being built in Maine in 1865. After leaving the Fuller he assumed command of the American ship Henry B. Hyde, named after the former president of the Equitable Life Insurance company. During a voyage from San Francisco to Honolulu in January, 1898, the Hyde established the smart record of nine days and four hours, dock to dock, a record that still stands. During this trip, while forty or fifty miles out from California, Captain Colcord released a prize-winning carrier pigeon, which speedily returned to San Francisco, bringing good tidings from the ship.

Captain Colcord is a native of Maine, where he was born in 1848. He went to sea at the age of 15 and has been a mariner ever since. His abilities were soon recognized and he was made master at an early age, having now had command for many years. He has had the American for three years, and during that time has established some smart records. Captain Colcord has a host of friends at every port where he has ever called, and Tacoma is no exception.

Brigadier General William H. Carter, who has been on duty at Hilo, P. I., is expected to pass through Honolulu on the next transport from Manila. A troopship was to leave Manila on December 15 and the general will be a passenger on that vessel.

GOV. CARTER'S FULL REVIEW

(Continued from page 1)

17,14 per thousand inhabitants.

The new immigration station at Honolulu was opened on July 1, 1935. Therefore the executive offices of the immigration service were located in practically one room of the appraiser's building, the quarters for detained immigrants and the station for examination and other work in connection with new arrivals on Channel wharf. These accommodations for the work were entirely inadequate. The new quarters provide everything necessary to the service under one roof, and the arrangement and equipment are perfectly adapted for the purposes sought to be accomplished.

The more important Hawaii becomes as a military mobilization point, naval strategic base, and commercial port of call the more important will it become in the eyes of the medical world as a possible disease center. Therefore to the Public Health and Marine Hospital Service falls the task of protecting not only Hawaii but the mainland and insular possessions as well from infection possible under present and future conditions. To the excellent work of that Service is very largely due the freedom of Hawaii from dangerous diseases that are always more or less prevalent throughout Asiatic countries; and this work, especially at Honolulu, should be appreciated on the mainland of the United States, owing to the thorough examination made on every steamer that touches here before its arrival at the coast ports.

Cultures of doubtful cases are developed from material taken after the steamer has left Honolulu. By the time it reaches Puget Sound, Portland, or San Francisco, a cabogram can be sent announcing the result of the bacteriological test. Thus the inconvenience to shipping and passengers is reduced to a minimum. The people of Hawaii, taken as a whole, are familiar with the quarantine and are not unappreciative of its advantages. Indeed, it would be difficult to find a community more ready to lend intelligent and substantial aid to the work of preserving their sanitary integrity.

In anticipation of the growing need therefor, Honolulu will be equipped with a very large and complete quarantine station before another year has passed.

During the past four years 1826 vessels, carrying 98,564 persons, have been inspected. 27 persons have been sent to the quarantine station on account of quarantinable disease, 14,390 have been held as suspects, and 23,438 pieces of baggage have been disinfected.

A notable event in the affairs of the Territory was the visit of Surgeon General Walter Wyman, chief of the United States Public Health and Marine Hospital Service, who came for the purpose of selecting a site for the erection of a hospital station and laboratory where the methods of the transmission of leprosy, its causes and treatment, could be scientifically studied. In company with Hon. W. P. Hepburn, Member of Congress from Iowa, Dr. L. E. Cofer, of the Federal quarantine service, and certain Territorial officials, Surgeon General Wyman visited the leper settlement at Molokai and selected a site covering about 1 mile square of land—one-sixth of the whole reservation. The natural slope of high land at the eastern extremity of the settlement adapted itself in every way to hospital service.

Beyond this was a protected site suitable for landing. Situated in a ravine between the two was an unfailing spring of pure water, sufficiently elevated, it is believed, to furnish water to the buildings by gravity. The site has been surveyed by the Territory and was turned over by proclamation to the Federal Government on June 28 last.

The Honolulu office acts as the depository for all the other offices, including Pago-Pago, Samoa, for the deposit of money order and postal funds, which in turn it transmits through its designated depository to the subtreasury at San Francisco and at Chicago. The money-order division of the Honolulu postoffice also acts as the exchange office for international money orders issued in Hawaii and payable in China, Japan and Australian colonies, and makes regular reports thereof to the Postoffice Department.

On June 30, 1935, there were in the Territory 59 money-order offices, of which 34 were international, where money orders can be purchased payable in any part of the world. The money-order business at the Honolulu postoffice for the last fiscal year aggregated \$2,679,874.87.

The transportation of all mails in the Territory is in charge of an assistant superintendent of the Railway Mail Service, located at Honolulu, who supervises the details connected with this branch of the service. As was the case in preceding years, so last year the local steamboat routes covered all navigable waters in and around the different islands. Every landing in the islands is touched by some mail steamer, and all steamers plying between Hawaiian ports carry mail.

The star route and mail messenger service on the islands is so arranged as to connect with mail steamers at any time, whether on a regular schedule or at irregular intervals. At the first port at which a steamer lands on any island telephone communication is had with all postoffices on that island, advising as to mails carried on that steamer and at what point they will be landed. With this information the carriers meet the steamer and take the mails to destination without delay.

Parcels post affords the only channel for the legitimate exchange of packages of miscellaneous merchandise by mail between different countries; that the service is appreciated is evident from the increasing volume of business in this particular branch of the service. During the fiscal year ended June 30, 1935, there were dispatched from this office 355 parcels, with a total weight of 444 pounds. During the same period there were received 1407

parcels, with a total weight of 2905 pounds. Customs duties amounting to \$1,564.89 were collected on 303 dutiable importations through the mails from July 1, 1934, to June 30, 1935, and in addition to this number 29 dutiable parcels were either forwarded or returned to senders.

The advisability of increasing the number of supreme court justices in Hawaii from 2 to 3 is one requiring serious consideration by Congress. Many important cases, some involving large amounts, come before the supreme court and a decision by a bench of 2 would be more satisfactory than one rendered by a bench of 3, especially in the event of a dissenting opinion by 1 member of the court. An increase in the number of justices would also in some degree meet the argument for allowing appeals to the Federal Supreme Court in cases in which Federal questions are not involved, or, if it is deemed best to allow such appeals, it would tend to reduce the number of cases in which such appeals would be taken. The Supreme Court of the Territory of Oklahoma has a membership of 7, and the Supreme Courts of Arizona and New Mexico, in each of which there is probably less litigation than in Hawaii, consist of 5 members.

An important change in the organic act was made during the last session of Congress by providing for the amendment of section 86, which ceases to recognize the system of courts in Hawaii as distinct and separate from other Territories, and provides, in effect, that writs of error and appeals may be taken from the Territorial Supreme Court to the United States Supreme Court in all cases where the amount involved, exclusive of costs, exceeds \$5000. The Governor calls attention to the fact that no notice of the introduction of any such amendment had been received in the Territory, nor was there any publicly expressed desire for it, the first intimation of its existence being by news cabled to the effect that the amendment had passed.

During the year some question has been raised as to the jurisdiction of the Territorial Circuit Courts in naturalization matters, and the effect has been to reduce the number of residents capable of serving as jurors. It is clearly within the power of Congress, however, to remedy the evil in question by allowing aliens to be naturalized by any court of record having common-law jurisdiction when such aliens comply with the conditions and provisions of the United States statutes.

Among the most important criminal cases in the year were several against public officials—a member of the house of representatives and an attorney at law were convicted of connection with scandals concerning vouchers of the Legislature of 1933; a former commissioner of public lands was also found guilty of embezzling public funds and is now serving sentence.

Under the head of needed legislation, the Governor makes the following recommendations:

1. The passage by Congress of an act under which the Secretary of the Treasury shall cause to be set aside for a period of twenty years 75 per cent of the customs and internal revenues from Hawaii, to be used in Hawaii as may be directed by Congress for the following purposes, to wit, the erection of educational and Federal public buildings, harbor improvements and Federal military and naval defenses.

2. An act clearly defining the jurisdiction of the Circuit Courts in Hawaii in reference to their power of naturalizing aliens and legalizing their previous actions in that respect, by amending section 100 of the organic act.

3. The amendment of the organic act so as to confer upon the Governor the power of suspension or removal between sessions of the Senate of any appointed officer; also the removal of the restrictions on leasing agricultural lands, and the providing for annual instead of biennial sessions of the Legislature.

4. The modification of the immigration laws, providing for an increase of population so as to develop the resources of the Territory to the fullest extent.

The Governor also recommends that appropriations be made by Congress for the following purposes, to wit: To continue the work of dredging the Honolulu harbor, a matter which is in the interest not only of the Territory, but of the entire American trans-Pacific commerce; for lighthouses, including the very much needed new front and rear range lights in Honolulu harbor, to afford better protection to commerce; under the Department of Justice, an appropriation for carrying out the desire of Congress in the condemnation of private fishing rights in Hawaii, and an increase in the appropriation to provide for two additional judges in the Supreme Court; for refunding to the Territory the sums expended between June 14, 1900, and December 30, 1904, for the maintenance of lighthouses, an expenditure which no other community in the United States has ever been obliged to undertake; also refunding to the Territory all expenditures during said period in dredging Honolulu harbor and providing for quarters for the Federal court in the Territorial building.

CAUGHT COLD WHILE HUNTING A BURGLAR.

Mr. Wm. Thos. Lanongan, provincial Constable at Chapeau, Ontario, Canada, says: "I caught a severe cold while hunting a burglar in the forest swamp last fall. Hearing of Chamberlain's Cough Remedy, I tried it, and after using two small bottles, I was completely cured." For sale by all dealers and druggists. Benson, Smith & Co., Ltd., agents for Hawaii.

Sheriff Coney and wife arrived in the W. G. Hall from Kauai.

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JUDD BUILDING. FORT STREET.

G. Thouroude, direct representative of the United Freighters' Steamship Company of Bordeaux and Havre, France, one of the great steamship companies of the world, announced yesterday that his company would begin running steamers from France to the Orient, with this city as the terminal point, and establish a large agency in San Francisco to handle the coast traffic. M. Thouroude is at the St. Francis. This line will be in opposition to Hill's Great Northern line and will carry traffic from China and Japan to the United States and Europe, via San Francisco.

The French company will run six steamers of 5500 tons each. One of them, the Admiral Jaureguiberry, is now at anchor in San Francisco Bay. These steamers will sail out of Havre and Bordeaux to Antwerp and then around the Horn to China and Japan. They will return to San Francisco. Then they will round the Horn to France, stopping at the southern ports on the way. A schedule will be arranged in conjunction with the present Kosmos Line. The new steamers will carry passengers and freight.

The French company first began to investigate the project seven years ago. M. Thouroude said yesterday that the undertaking should have been started then. A number of local firms are scrambling to get the San Francisco agency.—Call.

A Chinaman was accidentally shot in the leg at Hauula on Thursday and brought by stage to the Queen's Hospital for treatment.

COAST REPORT THAT SUGAR WILL BUILD TWO STEAMERS

The San Diego-Sun contains the following article, the big headlines reading, "New Line of Steamers from Coast to Honolulu—Four Big Capitalists Considering Advantages of Coast Points." The article reads:

An exclusive dispatch received by the Sun today contains some news of great importance to one of three cities, to wit: San Diego, Los Angeles or San Francisco. The dispatch reads as follows:

"San Francisco, Dec. 1.—This week the news became known in certain circles that four of the biggest sugar men in Hawaii came to the Coast about a month ago for the purpose of taking the preliminary steps for the establishment of a new line of steamers to be operated between the Coast and Honolulu."

"The reason for this contemplated action lies in the fact that many of the leading capitalists on the islands are dissatisfied with the service in operation. The greatest fault they find in it is that suitable passenger accommodations can not be secured any time in advance of the sailing dates. The steamship companies are desirous of securing as much through travel to the Orient as possible, and to accomplish this they are willing to sacrifice the local trade between this port and Honolulu. That is, they refuse to sell space to 'local' passengers until just before sailing time, when all through passengers have made their applications. In other words, the Honolulu trade is belittled."

"These four capitalists who are promoting the proposition are understood to control unlimited capital, and they are determined to establish the new line. The Pacific Coast port for the steamers has not been decided upon. The advantages of San Francisco, San Pedro and San Diego are being considered. It is understood that San Diego would be very favorably considered if an eastern outlet for the freight could be obtained."

"The purpose is to build two 10,000-ton steamships, to be patterned after the style of the Pacific Mail liners."

"No decision has been reached as to the Coast port of the line, and before deciding upon this point the promoters will go to Southern California to investigate the situation there."

From additional information received by the Sun in regard to this report it is learned that the facts are substantially correct. A line of steamers to be operated exclusively between the Coast and the Islands is greatly needed, and big capitalists at Honolulu will consummate the proposition as soon as the details have been worked out and found feasible. The men behind it are not particularly in favor of making San Francisco the coast port, and the disadvantages of the alleged port of San Pedro are known to them. San Diego has a chance of securing the steamers, and if the promoters knew that a railroad to the East would be constructed from this city, they would probably favor this port. It would take quite a while to perfect arrangements and build the steamships.